
CHAPTER 2: INTRODUCTION

PLANNING PURPOSE

A LRTP is a long-range guide that coordinates direction and protects the value of transportation resources for transportation system throughout the MITW Reservation. The LRTP will be developed to complement and support the Menominee Indian Tribe of Wisconsin's Land Use Plan and Strategic Plan.

A LRTP is essential to a Tribe's transportation planning process because it is the foundation from which all transportation projects are planned and implemented from. The LRTP establishes the Tribe's vision, goals and objectives from which all transportation projects must align with. Typically, a LRTP has a minimum 20 year planning horizon and is updated every five years. In addition to being a great planning tool, the LRTP also allows the Tribe to meet Federal requirements to qualify for Federal funds. Federal transportation legislation (MAP-21 - Moving Ahead for Progress in the 21st Century) establishes the Tribal Transportation Program (TTP) to provide access to basic community services to enhance the quality of life in Indian country. In previous legislation the TTP was referred to as the Indian Reservation Roads Program. The TTP administrative guideline for planning [§1119; 23 USC 201(c)] states that transportation planning procedures for the TTP must be consistent with Statewide and Metropolitan planning processes and regionally significant TTP projects must be developed in cooperation with State and metropolitan planning organizations and included in Tribal transportation plans, Federal lands transportation plans, Federal lands access program plans, State and metropolitan plans, and transportation improvement programs.¹

A comprehensive long-range transportation plan may include:

- An evaluation of a full-range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;
- Traffic analysis study;
- Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;
- Measures that address health and safety concerns relating to transportation improvements;
- A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;
- Cultural preservation planning to identify important issues and to develop a transportation plan that is sensitive to tribal cultural preservation;
- Measures that address energy conservation considerations;
- A prioritized list of short and long-term transportation needs;
- An analysis of funding alternatives to implement plan recommendations; and
- Include public participation.

The Tribal Transportation Improvement Program (TTIP) is an essential component of the transportation planning process and the LRTP. A TTIP is the list of Tribal transportation projects to be funded in the near term. The TTIP is defined as a multiyear financially

¹ <http://www.fhwa.dot.gov/map21/tip.cfm> - December 21, 2012

constrained list of proposed transportation projects developed by a Tribe from the Tribal priority list or the long-range transportation plan. A TTIP covers a five year period, is updated every year and identifies regionally significant projects. Projects included in the TTIP are consistent with the LRTP and includes public participation.

A TTIP must:

- Be consistent with the tribal long-range transportation plan;
- Contain all TTP program funded projects scheduled for construction in the next five years;
- Identify the implementation year of each project scheduled to begin within the next five years;
- Include other Federal, State, county, and municipal transportation projects initiated by or developed in cooperation with the Tribal government;
- Undergo reviews and updates as necessary by the Tribal government;
- Be changed only by the Tribal government; and
- Be forwarded to the Bureau of Indian Affairs (BIA) by resolution or by tribally authorized government action for inclusion in the TTP TIP.²

PLANNING PROCESS

The MITW and other federally recognized tribes are sovereign nations, thus the relationship between the MITW and the United States is a government to government relationship. The MITW has a Trust Agreement with the United States of America. This agreement with the United States gives the MITW maximum control over its own property and its own affairs.

The MITW has their own Tribal Legislature, which is ultimately responsible for the approval of the LRTP and the TTIP. For the MITW to qualify and to obtain Federal or State funds they need to have an approved TTIP by the Federal Highway Administrations (FHWA).

TRIBAL GOVERNMENT OPERATIONS

The Tribal Legislature is composed of nine members of the Tribe, who are elected by eligible voters; seven of which are filled by tribal members who are residents of the reservation and two that do not have residency requirements. The Tribal Legislators serve terms of office for three years and are divided into three classes. Legislators within each class are elected in different years (first, second and third class) to stagger them. The Tribal Legislature establishes committees of which are composed of three Legislators. Each committee is assigned to a community on the reservation, which they are responsible for determining the needs and concerns of the community. The Community Development Committee is responsible for the Tribal transportation needs and concerns. This committee makes recommendations to the Tribe Legislature on whether or not to approve the LRTP, TTIP and other transportation related issues. Committees can create a task force to further investigate a need or concern on the committee's behalf. The Transportation/Land Use Task Force has been created to guide the LRTP through the planning process. The Transportation/Land Use Task Force participation list can be found in **Appendix A**.

² http://www.tribalplanning.fhwa.dot.gov/training_ttip_module.aspx, 4/13/12

PLAN CONTENTS

The MITW LRTP will provide transportation recommendations that will make the overall transportation system more efficient and responsible to the Tribe's citizens. The plan is comprised of the following elements:

- Introduction – including background data, plan vision and geographic study area;
- MITW – history and current demographic and economic analysis;
- Public Participation Approach;
- Vision, Goals and Objectives;
- Existing System;
- System Analysis;
- Traffic Forecasts;
- GIS Decision Supported Transportation Spatial Analysis;
- Recommendations
- Environmental Mitigation;
- Environmental Justice;
- Financial Analysis; and
- Implementation and Monitoring.

